

REPORT

OF THE

Superintendent of Public Works.

IN obedience to the resolution of the last General Assembly, directing the superintendent of public works "to investigate and examine the accounts and condition of the Neuse, Yadkin, Catawba and Tar River Navigation Companies," and of "the Plymouth and Pungo Turnpike Road and Clubfoot and Harlow's Creek Canal, and to report the result of such investigation to the General Assembly," I entered upon the discharge of these duties on the eighteenth of March, and proceeded, in the first instance, to the

CLUB-FOOT AND HARLOW'S CREEK CANAL.

The canal requires considerable repairs to render it of much value; in its present condition, none but boats of light draught can pass through it. The dirt washed into it by heavy rains, and the slipping in of some portion of the banks, have partly filled up the channel, so as to exclude boats of much burden. The lock at the southern extremity of the canal, has been undermined by the water; which, passing with considerable force under it, has deposited sand—forming bars below. Harlow's creek has a narrow, crooked channel, for some distance below the canal. The Company commenced straightening and deepening the creek; but their funds being exhausted, the work was left in an unfinished and useless condition. Unless something be done to stop the washing in of dirt by heavy rains, and the occasional slipping in of the banks, the canal must soon become utterly useless. To render it of much value, Harlow's creek must be straightened and deepened; and the lock should be placed at the mouth of the creek. These improvements would require a considerable expenditure beyond what could be effected with the tolls. The Company seems to languish in hopeless despair of deriving any profit on the stock, as the amount of tolls received, precludes the expectation that the debt to the State, for which
